

"A Minute Too Late." TIME LOST Cannot Be Regained.

Watch and Clock Repairing

'TIS BEST To Have your Watch in order. The Cost of repairing and regulating is slight and The Benefit is great if you have it done here.

Challoner & Mitchell Jewelers and Opticians

NOT THE CHEAPEST BUT THE BEST

MONTSERRAT LIME JUICE

Hudson's Bay Co. WHOLESALE AGENTS.

When a Real Good Opportunity



Is within your reach you should grasp it. When we offer a special bargain in Groceries that is the time to buy. See our windows for special bargains.

DIXIE H. ROSS & CO. Cash Grocers.

Cloth Caps

A Large and Well-Selected Stock of Golf Caps in Serge and Tweed.

J. PIERCE & CO.

Wholesale Dry Goods Victoria, B. C.

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Pure and Wholesome

The results of several years' experimenting by the best chemists in America. It is a Sterilized Phosphate and Soda Powder (no Alum). For Sale by all Retail Grocers.

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PUBLIC NOTICE.

WE SUPPLY AN ABSOLUTELY PURE

SODA WATER.

Disease Germs Impossible

Of our system of preparation, Dr. Andrew Wilson writes: "It removes all Germs from water, giving PURE i.e. Germless water."

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R.P. RITHET & CO. LIMITED Pacific Coast Agts.

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EFFECTED AT LOWEST RATES

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Importers of

IRON, STEEL, HARDWARE, PIPE, FITTINGS.

Cutlery, Garden Tools, Lawn Mowers and Garden Hose

MIXING AND MILLING SUPPLIES A SPECIALTY

32 and 34 Yates Street, Victoria, B. C. Telephone 59 P. O. Drawer 613

Kilmarnock

This favorite brand of Scotch Whisky is acknowledged by all who are judges to be the very best on the market. The demand for this brand of Whisky is constantly on the increase, thus proving that the public appreciate a good article. To be obtained in bulk or in case from

Pither & Leiser Direct Importers VICTORIA, B. C.

WALL PAPER SALE!

Balance of last year's papers are selling at TWENTY PER CENT. DISCOUNT, OR FORTY TRADING STAMPS on the Dollar. This is an opportunity to buy good papers at exceptionally low prices, for we must clear out all old stock to make room for new goods, of which we have an immense stock, all at low prices.

J. W. MELLOR, 76 and 78 FORT STREET, Above Douglas Street.

Andrew Usher & Co.'s

Celebrated Scotch Whiskies.

Olympia Beer

The Best Imported Lager

Victoria Agent:

W. A. WARD, BANK OF MONTREAL BUILDING.

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REAL ESTATE and INSURANCE

FOR SALE - At a bargain, fine house and grounds on Oak Bay avenue. Open to offer. Don't delay.

CHEAP LOTS and acre property. Now is the time to buy. Private funds to loan in large or small amounts at low rate of interest in first mortgages. General agent the Ottawa Fire Insurance Co., the only non-board Company in Victoria.

Office:

15 TROUNCE AVENUE

FINE SCOTCH FLIES

Inspect our large variety and try a sample dozen. There is no need to send away for these goods as we import them direct from the Riverside makers. We can sell 30 per cent cheaper than any house outside of Victoria, at

FOX'S, 78 Govt St

Advertise in the Colonist

Kitchener Reports

He Tells of More Boers, Ammunition and Several Guns Captured.

Reviews His Method of Effectually Dealing With the Situation.

Sir Alfred Milner Sails Today for England From Capetown.

London, May 7.—Lord Kitchener reports the capture of another hundred Boers, one 12-pounder, one 9-pounder, one Maxim and a quantity of ammunition.

Lord Kitchener's first long review of the South African operations, dealing chiefly with the invasion of Cape Colony, and dated March 8, was published in the Gazette today.

He says it has been his endeavor since taking over the command to improve the fortification works along the lines of communication, thus reducing the guards, also evacuating the places remote from the railroads, thereby obviating convey and escorts.

He commanded upwards of 25,000 horses in Cape Colony since December. Lord Kitchener favorably mentions 200 officers, non-commissioned officers and men.

Capetown, May 7.—Sir Alfred Milner will sail tomorrow for home on board the British steamer Kaxton. Johannesburg, May 4 (Saturday).—The Charlton mine has been started again.

BALLOON ADRIPT.

But Descended Safely and Occupants Not Injured.

Cologne, May 7.—The military captive balloon with two in the car, which ascended here Sunday afternoon, broke loose in a gale and was lost to sight in the clouds, has descended safely. The occupants of the car were not injured.

DEATH OF MR. JUSTICE KING

Passing Away of One of Canada's Best Known and Respected Judges.

Ottawa, May 7.—Justice King of the Supreme Court of Canada died at midnight, aged 61.

Hon. George Edwin King, is well known in Victoria, as British Commissioner during the sittings of the Behring Sea Commission in this city. He was born in St. John, N.B., in 1839, and was called to the bar in 1865. Entering politics as a Liberal-Unionist he was returned to the New Brunswick Assembly in 1867 and in 1878 he resigned. He entered the Maritime administration in 1880 and in 1879 was Attorney-General of the province, and in 1872 became premier. He was appointed puisne judge of the Supreme Court of New Brunswick in 1880, and in 1892 was elevated to the bench of the Supreme Court of Canada. In 1896 he was chosen H. M. Commissioner for the Behring Sea arbitration, and his calm dignified and trained judicial mind gained for him the admiration and respect of all who came in contact with him. He was an LL.D. of the University of New Brunswick, and D.C.L. of Mount Allison.

Among the acts passed during his administration in New Brunswick was the Controverted Election Act of 1893, the first act passed in any British colony for the trial of election petitions by judges; the Free Schools Act, 1871; the Abolition of Imprisonment for Debt, the General Assessment Act and the Municipal Act of 1877; and upon him fell largely the work of defending the New Brunswick School Act in the legislature and against the aggressive action taken in the parliament of Canada.

WIRELESS TELEGRAPHY.

United States Naval Board Recommends Its Adoption.

Washington, May 7.—The board of naval officers, headed by Capt. Chadwick, appointed to make a full investigation and report on wireless telegraphy, has completed its work and submitted its report to Admiral Brand, chief of the naval bureau of equipment. Although the findings are not made public, it is known that the board reports on the entire feasibility of the system and recommends that it be adopted and that present system of using carrier pigeons for messages between naval points be abandoned.

UNEQUALLED FOR BREAKFAST



The Brackman-Ker Milling Co., Ltd.

BARLEY CHOP

Made from pure feed, with no mill dust or oat hulls. Try a sack and see your horse smile. SYLVESTER FEED CO., LTD., City Market.

EXEMPT FROM QUARANTINE.

Alaska Steamers Will Not Require Port Medical Inspection.

Vancouver, May 7.—Dr. McKee, quarantine officer at this port, this afternoon received word from Ottawa that hereafter all steamers from Alaska would be exempt from quarantine inspection. All steamers hereafter arriving from Skagway and other ports will not be detained for the port doctors' inspection.

It has been all but decided that the site for the Carnegie library will be where the old immigration building stands, east of the C. P. N. station, on Cordova street.

F. W. Peters, assistant general freight agent of the C. P. R., has announced that as a result of a meeting held in Vancouver, the cut rate war will probably be declared off at once. The most interesting evidence before the Oriental commission today was that of the Rev. Dr. Grant. His evidence was quite strongly in favor of the toleration of Chinese. He did not believe at the present that there were too many Chinese in British Columbia. It might be a matter of expedience to restrict the immigration, but he did not believe it should be stopped altogether.

The Plains Of Abraham

Premier Intimates Government Will Acquire Quebec's Historic Ground.

Kettle River Railway Charter Is Secured By Mr. Stratton's Syndicate.

From Our Own Correspondent.

Ottawa, May 7.—The Premier made a sympathetic reply to the Quebec deputation which urged upon the government to purchase the Plains of Abraham. Sir Wilfrid said that the government has decided to acquire the property.

The Montreal harbor commissioners are to pay the government 3 per cent. interest on a million dollar loan for the erection of elevators and terminal facilities.

The Supreme court today dismissed the preliminary objections in the West Durham election case, so that the Appeal court of Ontario will have to determine whether the marked check for Mr. Thornton was a legal deposit.

Arthur Dechene, member for L'Islet, was called to the Senate in succession to the late Dr. Ross. Preston gave interesting information before the colonization committee today, showing that Canada was discriminated against by the Atlantic steamship companies, and as a result this country is not getting its fair share of European immigration.

Mr. Stratton and his associates secured the Kettle River railway charter today by an overwhelming majority.

The Rossland syndicate, who also sought a charter, were swamped. The decision of the committee seemed to be influenced by the fact that Mr. Stratton and his associates hold a charter to build a line from Republic camp to Grand Forks.

LABOR AND CAPITAL.

Conciliation Discussed By Leaders of Unions and Finance.

New York, May 7.—Conciliation as a means of maintaining industrial peace between labor and capital was discussed by leaders of unions and finance at the Chamber of Commerce today. The speakers were Samuel Gompers, president of the American Federation of Labor; Bishop Potter, John Mitchell, president of the United Mine Workers of America; Charles Flint, president of the American Rubber Company; D. J. Keefe, of the Illinois Board of Arbitration; W. H. Sayward, of the National Association of Builders; James O'Connell, president of the International Association of Machinists; and Herman Lust, commissioner of the Illinois Coal Operators' Association.

Samuel Gompers presided, and in opening the meeting expressed the hope that a new epoch had come in the relations of labor and capital. "We want industrial peace, but not at the sacrifice of any of the elements of mankind," he said. "The increased growth in the organization of labor has brought greater responsibility." Bishop Potter expressed his gratification at the growth of the spirit of conciliation. He praised the humanity of American diplomacy in China and said that it offered a splendid example for emulation. "If you rise to this opportunity," he said, "you will set the world another example that you will have the privilege to remember with pride all of your lives."

John Mitchell said that he was for peace because he had known the bruises of war. "The relations of labor and capital," he said, "are purely a business proposition. There is no sentiment in it. Peace is better for both, and I can see how it can be maintained. I believe there never would be strikes if the employers and employees could meet in free conference. If we could have got a meeting last year the great coal strike would have been averted."

Charles R. Flint expressed confidence in the good that would come of closer relationship between labor and capital. Daniel J. Keefe said that conciliation was more acceptable than arbitration for in the latter system there had to be a decision defeating one side or the other.

EDUCATION BILL.

Meets With Favorable Reception and Passes First Reading.

London, May 7.—The Education bill had a fairly cordial reception. The Liberals will make considerable efforts to get it amended and as it is now understood that the government is determined to pass the bill during the present session, it is probable the session will be prolonged.

Sir John Gorst explained that the bill was intended to bring the chaotic educational system of the United Kingdom into unity. Mr. Bryce (Liberal) called it a gigantic complicated scheme. The bill passed its first reading without a division.

TRUE BILL.

Grand Jury Finding in Desrivieres Murder Case.

Nelson, May 7.—The grand jury brought in a true bill today in the case of Rex v. Desrivieres, charged with the murder of Harry Rolands. It will be remembered that Desrivieres stabbed Harry Rolands while the latter was holding him over a red hot stove.

Are Not Strained

Report That German and Russian Relations in China Are Bad Denied.

Chinese Will Ask Powers to Obtain Loan to Settle Indemnity.

Secret Societies Have Joined Issue With the Reformers in Nankin.

London, May 7.—The rumors that the relations between Germany and Russia are strained on account of rights on the part of Count von Waldersee, are discredited at the foreign office. Though it is admitted in Downing Street that the majority of the powers are considerably irritated by the Field Marshal's numerous expeditions, it is not believed this has led to any definite misunderstanding. It may be authoritatively stated that if the British diplomats had any reason to believe the rumors of strained relations between Germany and Russia, it would cause them no little satisfaction, and they would not take the trouble to discredit them.

Beilin, May 7.—Field Marshal von Waldersee, in a despatch from Peking, dated yesterday, says that Lieut. Nimmer and a cavalry patrol attacked and defeated the enemy's cavalry 200 kilometres west of Kalgan, in Pechili province.

Peking, May 7.—China will request the powers to obtain for her a loan sufficient to pay the indemnity as soon as the amount thereof is made known. She will also ask for an extra twenty million taels to be provided annually according to the proposition of the foreign ministers.

W. Marrih, the United States consul at Nankin, announces in a cablegram that the secret societies there have joined issue with the reformers. Chinese troops patrol Nankin and sleep under arms.

MR. KENNEDY IS ARRESTED

Trouble Over the Possession of the New Westminster Columbian.

From Our Own Correspondent.

Westminster, May 7.—Robert Kennedy was arrested to-day on a warrant sworn out by J. D. Taylor, managing editor of the Westminster Columbian. According to Mr. Taylor, a payment of \$5,000 principal, and \$175 interest, was due to Kennedy Bros. on May 2. A check for this amount was tendered by Mr. G. L. Corbould, president of the company, but was refused. Then the amount was tendered in gold, but the acceptance was refused, owing to a difficulty about a mortgage on the property, which was to have been assumed by the company.

The usual three days' grace having expired yesterday, Mr. Robert Kennedy entered the Columbian office about 7 o'clock, and informed the manager, Mr. Taylor, that he would have to take possession.

He asked for the keys, but Mr. Taylor refused to give up possession. Mr. Kennedy brought in a carpenter and ordered him to take off the old lock and put on a new one. The carpenter was warned by Mr. Taylor to leave the door alone, but the working man did as he was told by Mr. Kennedy, and when he had finished handed the key to him.

Meanwhile Mr. Taylor had telephoned for Mr. L. L. Reid, the solicitor of the company, and Capt. Pittendrig, S.M. Both these gentlemen having arrived before Mr. Kennedy left the premises, a warrant for his arrest was sworn out by Mr. Taylor. Mr. Kennedy was liberated on \$5,000 bail.

SHIPBUILDING COMBINE.

Huge United States Company With Sixty-Five Million Dollars Capital.

New York, May 7.—A circular has been issued by H. W. Poor & Co., regarding the shipbuilding combine under the laws of New Jersey to acquire the Newport News shipbuilding yard and dock with the Union Iron Works, San Francisco, the Bath Iron Works, Ltd., and the Hule Windlass Company, of Bath, Maine, the Crescent Shipyard and the Samuel C. Moore & Sons Co., of Elizabeth Port, N.J., and works at Carteret, N.J. The total output is estimated at 380,000 tons. The aggregate orders now on hand is said to exceed \$23,000,000, covering an average of eighteen months for completion, on which the estimated profit is over \$7,000,000. The company will be authorized under its charter to issue capital stock as follows: Preferred stock \$600,000 per cent, non-cumulative, \$125,000,000, common stock \$32,500,000.

RIVAL UNIVERSITY ATHLETES. Oxford-Cambridge Team Visit Not Yet Settled.

London, May 7.—The Oxford-Cambridge Athletic Club's joint committee is awaiting important private letters from friends in the United States and Canada before meeting to consider the proposal made since the meeting of March 30. Consequently, the committee has not accepted September 21 as the date for the meeting with Harvard and Yale, nor September 7, for the meeting at Montreal with the McGill and Toronto University teams as published. It seems quite probable that the original proposal for a meeting at the end of July will find favor, based on athletic financial reasons, in which case the Oxford and Cambridge men will have to sail for the United States in June, especially if the Canadian engagement is accepted.

The Colonist free with want advertisements this week. See page 7.

4 Broad St., Victoria, B.C.
Telephone 332. P. O. Box 121

The Colonist.

WEDNESDAY, MAY 8, 1901.

Published by

The Colonist Printing & Publishing Company, Limited Liability.

No. 27 Broad Street, Victoria B. C.

PERCIVAL R. BROWN, Manager.

THE DAILY COLONIST.

Delivered by carrier at 20c. per week, or mailed postpaid to any part of Canada (except the city) and United States at the following rates:

One Year \$6 00
Six Months 3 00

THE SEMI-WEEKLY COLONIST

One Year \$1 50
Six Months 75
Three Months 40
Sent postpaid to any part of Canada and the United States.

TERMS STRICTLY IN ADVANCE.

NOTICE TO ADVERTISERS.

All new advertisements and changes of advertising, to ensure their being inserted, should be handed in to the business office not later than 6 p. m. Advertising will be accepted up to 8 p. m. at the business office, but insertion cannot be guaranteed. For current advertising after 8 p. m., consult the Night Editor.

\$10 REWARD

Will be paid for such information as will lead to the conviction of anyone stealing the Colonist from the doors of subscribers.

THE LOAN BILL

The debate on the second reading of the Loan Bill has been interesting and thorough. It is of the utmost importance that a measure of such consequence as this bill should be considered in all its bearings, and it was a pleasing thing to note a departure from the ordinary practice of the house in the discussion of measures of second reading. Ordinarily members are content to say very little on such occasions, but this time the speeches have been exhaustive, as they ought to be. The debate took a very wide range, wide differences of opinion being manifested on almost every phase of the question. Matters of law, finance and railway management were all touched upon, and some members actually dragged into the debate that poor old New Westminster platform about government ownership of railways.

Without going over the several points involved in the measure, it is sufficient to say that the bill, as it is proposed to be amended, is one which the government in its judgment thinks best calculated to meet the needs of the province at the present time, and a majority of the house sustains that view. It will not be seriously contended by any one that the government is not desirous of passing a workable measure. To hold otherwise would be to deny the ministers the possession of rudimentary common sense. There is a disposition both in and out of the house to treat the whole railway question as if all that is involved in it is whether the Canadian Pacific or the V. V. & E. railway company shall build the Coast-Kootenay line, but that is by no means all there is in the bill, nor by any means the most important part of it. The chief feature of the measure is the position which the government of the province, not merely this particular government, but its successors as well, shall occupy towards railways subsidized by the province. The effort of Mr. Dunsinuir is to secure the best possible terms for the province in a financial point of view, not for one line alone, but for all lines, and the maximum amount of control possible. The bill before the house makes a bona fide effort to reach these results. If railways can be secured upon such terms it will be a distinct gain to the province, and believing such terms to be reasonable, Mr. Dunsinuir was in duty bound to insist upon them. His action has been heartily endorsed by the house and it will be by the country, which will sustain the hands of any premier who shows himself determined to protect the public interests in dealing with railway corporations.

A SALVAGE QUESTION.

The action of Messrs. Moran, of Seattle, in attempting to save the wrecked Willamette with a crew of aliens brought from Seattle is attracting a good deal of attention. Some rather startling statements are current as to the action of the Seattle firm in the premises, especially in the matter of valuation of the wrecking plant brought here. These are so serious that we do not care to mention them specifically. The matter is in the hands of the custom authorities and will be dealt with by them. In regard to the alien laborers brought into the province under contract, it seems on the face of the facts as if a violation of the law had been committed, but pending such proceedings as the proper authorities may take in that branch of the case, it is better not to discuss it.

When the matter was first spoken of in the newspapers, it was made to appear that the Messrs. Moran claimed that they had a legal right to bring men and material into the waters where the wrecked ship lies, under the international arrangement applicable to contiguous waters. This is really the important question involved. The under-

valuation of the wrecking plant, even if it is as great as the Post-Intelligencer's correspondent says, that is that the plant was valued for the payment of duties at only one-eighth of its actual value, is simply an incident. The importation of a number of aliens is likewise of itself not a very serious thing. The real point in issue is whether or not the Morans, or any other foreign concern, have a right to come into British Columbia waters and with a foreign force of men set about salvaging a ship. If they have, then it is only reasonable that Canadians should have the same right in corresponding waters under the jurisdiction of the United States.

From Seattle to Skagway is over a thousand miles, and more than half the distance is through Canadian waters. From Victoria to Skagway is less than a thousand miles and about one third of the distance is through waters under the control of the United States. One side of the Strait of Juan de Fuca is in Canada the other is in the United States. Commerce through all these waters is steadily increasing, and is absolutely certain to assume great magnitude in the very near future. It therefore becomes a matter of very great importance to determine and define very positively what the rights of the people of the two countries are in regard to wrecks in these waters. If it were proposed to establish absolute reciprocity in wrecking and permit salvage crews from either side of the line to work on the other side without hindrance in any way, we do not know that the people of British Columbia would seriously object, although we would be surrendering a greater extent of water than the others.

RAILWAY SUBSIDIES.

Some people have construed the statement of Sir Wilfrid Laurier as to railway subsidies as especially applying to the Coast-Kootenay line, and as indicating that the government is ready to bonus any company that is ready to give security that it will begin and prosecute the work immediately. While it undoubtedly means that the government will give nothing on account of the proposed railways to a company which will not give guarantees to that effect, we think the Premier's statement was of very much wider application. There has been a disposition during the last thirty years to hang up subsidies in the hope that companies would take them and build railways under them, and the intimation now is given that this sort of thing is to stop. In other words, subsidies are hereafter to be given by the Dominion only to companies ready to go to work and not to promoters.

Very few people are aware that in the list of subsidies voted by the Dominion there are 515 items, while in the list of railways that have received subsidies there are only 95. We are not prepared to say how many of the 515 items are included in the 95 railways, but a cursory examination of the list shows that a considerable number of subsidies have not yet been taken up. The intention of the Dominion government seems to be to withhold any subsidies in the future unless some one is prepared to accept them and proceed with the work forthwith. The Coast-Kootenay road is necessarily within the scope of this declaration, but it is undoubtedly not the only projected line that is. We suppose that the application of this rule will bar all British Columbia subsidies this year, except possibly that to the Coast-Kootenay line, for none of the companies chartered to build other lines have got matters far enough along to be able to give the government the necessary guarantees before the prorogation.

A NEW PROCESS IN COPPER.

An important announcement comes from London to the New York Herald. It is apparently of such moment to one of the chief industries that we reproduce the Herald's despatch in full. The despatch bears date at London April 2nd and is as follows:

Senator Clark's visit to Europe is likely to confirm his claim to the title of "Copper King" in a way that he did not anticipate when he set out to round up the Rio Tinto mine into the new amalgamation. When he returns to America he will be in a position to disregard the opposition of the Calumet and Hecla mine, but he will be in a position to dictate terms to every copper foundry in the United States, if a deal which I heard of yesterday goes through.

The deal means the acquisition by the Montana Senator of a newly discovered process by which bars, sheets, and tubes can be manufactured from the crude material almost at the pit's mouth. This will mean a saving of something like £20 (\$100) per ton on the finished material.

The process is electrolytic and is closely analogous to the electrolytic refining method by which two hundred thousand tons of copper were refined in the United States last year. The new process uses the same amount of electrical energy per ton of metal as the old, but is worked at a rate ten times greater, and in making bar copper for subsequent melting a rate twenty times greater is said to have been successfully used. The manufacture of copper articles direct from the crude metal has long engaged the attention of inventors, in view of the enormous profits accruing. Many attempts have been made, but hitherto all alike have been unsuccessful, or only partially successful. The new process is said not only to overcome the known difficulties but by an ingenious contrivance, automatic in its action, to have effected a marvelous improvement over all methods heretofore known.

Mr. David Cook, an electrical engineer, who carried out the lighting of the city of London, gave me some important data regarding the process, which, he says, will revolutionize the copper industry. "I had some tubes made by this process," he said, "which stood a test up to 3,000 pounds per square inch without showing a sign of weakness, the ordinary test being 600 pounds. To show how it would work, say in the Anaconda mine, where 100 tons of copper are electrolytically refined daily in 1,400 vats, covering something like sixty-five acres of ground only 100 vats would be required by the new process. This means the saving of from \$100 to \$500 per ton compared with the present method. In fact, the new process practically abolishes copper manufacturing as at present understood."

Messrs. Singer and Blount, government analysts, have been making tests of the new process in their laboratory at Westminster. The results of their test were given me yesterday.

These show that copper can be depos-

MUNYON'S INHALER



CURES CATARRH
Colds, Coughs, Influenza, Bronchitis, Asthma and all Diseases of the Throat and Lungs.

Clouds of Medicated Vapor are inhaled through the mouth and emitted from the nostrils, cleansing and vaporizing all the inflamed and diseased parts which cannot be reached by medicine taken into the stomach.

It reaches the spots—*heals the raw places*—*quies the inflamed disease*—*acts as a balm* and *tonic to the whole system*—*\$1.00 at druggists or by mail*. Munyon, New York and Philadelphia.

ited as a coherent sheet at a current density ten times greater than that employed in ordinary electro-deposition. The copper so deposited is almost chemically pure, and in consequence of this purity its electrical conductivity approaches the theoretical limit. The metal is also free from lamination. Stripped of its scientific verbiage, the new process amounts simply to this:—Whereas formerly, or rather, at present, it requires many days to convert raw material into sheet copper, which has to be subsequently put through an expensive process to reproduce the finished article, the new process will turn out the finished article by a single operation.

British and Canadian rights have already been secured by syndicates, and I understand that Senator Clark has the option on the American rights, the purchase price running into six figures. It is hardly possible to add anything to what is said in this despatch. What the effect will be upon the low grade ores of this province is yet to be seen. It is easy to understand that it may completely revolutionize the copper industry. One would like to know who the fortunate people are who have secured the right to use the process in Canada.

A despatch to the Times from Vancouver says: "Mr. Maxwell says Premier Dunsinuir asked \$10,000 for the Vancouver Island Railway subsidy, and paid comparatively little attention to other matters while at Ottawa." The Colonist is able to give this statement an unqualified denial. The subsidy for the Cape Scott railway was discussed before a committee of the cabinet. After the route and probable business of the Island railway had been explained Sir Wilfrid Laurier asked what subsidy the province would give, and was told probably \$4,000 a mile. Sir Wilfrid then asked what was expected from the Dominion and was told that it was thought that the Dominion should give at least double that amount. He then asked if any one would take the two subsidies at these amounts and build the railway and was told that Mr. Dunsinuir was prepared to do so. A subsidy of \$10,000 a mile may have been mentioned incidentally, but that was all and we do not admit that it was mentioned. This is, however, the smallest part of Mr. Maxwell's misrepresentation of Mr. Dunsinuir. It is absolutely untrue that the principal or even the most important portion of his business at Ottawa was to urge the Island railway upon the government for \$10,000 a mile or for any subsidy whatever. He presented the whole case for the province to the ministers individually and collectively, devoting much time and care to every phase of it, and if Mr. Maxwell made the statement attributed to him, he has stated what he either does not know to be true, or what he knows is absolutely false. The object of such misrepresentation is very apparent, but it will fail.

A TONIC FOR MOTHERS.

The happiness that comes to the home with baby's advent is too frequently shadowed by the ill health or weakness of the mother. To restore the mother's strength, to bring back vigor and energy, and to sustain her during the nursing period, Dr. Chase's Nerve Food is undoubtedly the most effective remedy obtainable. It makes the blood rich, revitalizes the nerves, and has a wonderful restorative influence on the whole system. 50 cents a box, all dealers.

The Colonist free with want advertisements this week. See page 7.

Liberty Art Serges, in the newest shades; fringes, etc., to match. Art Serges especially Liberty's is much used for curtains. Weiler Bros.

Special Offers

For This Week,

Two-story brick dwelling and full sized lot in good locality, assessed at \$2500. Price \$1250.
Lot 49x120 on Yates street, small house, sewerage connection, price \$550.
Money to loan at low rates of interest.

F. G. RICHARDS

Managing Director
Vie. Fin. Real Estate and Ins. Co.
No. 19 Broad St.

Special

White Dress Skirts, from \$1.50

Fine Black Serge Skirts from \$3.00.

Fancy Black Skirts, from \$3.50

Colored Organdie Skirts, from \$2.00.

MRS. W. BICKFORD,

61 and 63 FORT STREET.

MRS. W. H. ADAMS

78 DOUGLAS STREET Brunswick Block

A Full Line of

Fancy Goods, latest Braids,

Patterns for Lace Work.

Free Lessons with the Cor-

ticelli Silks will be con-

tinued until May 15th.

Latest Novelties in Cushions.

ELECTRICAL

CONTRACTS OF ANY MAGNITUDE EXECUTED.

Complete Installations Our Specialty.

Finest Class of Machinery

The Hinton Electric Company, Limited,

VICTORIA and VANCOUVER



Our Paints

Are now commanding the undivided attention of painters and householders. They are convenient, being ready for application, composed of the best materials and quick driers. They preserve the woodwork to which they are applied, while they adorn and beautify the premises. Call and get a complete outfit at

Shore's Hardware Store

Corner Johnson and Government streets, Victoria, B. C.

Have You a Savory Roaster

If not, you can get one at CHEAPSIDE. The Seamless Savory Roaster is *The Best in use, the Easiest to clean, the only Self-Roasting Roaster.* Call and see them and get our prices.

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Over 200 acres Garden Land subdivided into 47 Blocks, situate on

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City water passes through this property.

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BEAUMONT BOGGS

AGENT OWNERS.

WILD HORSES.

To the Editor.
Sir, I observe in Sunday's Colonist an article commenting upon a proposal which I have submitted to the provincial government for the capture and export, in connection with the proposed bridge by the Imperial authorities, of horses now roaming in the Yale and Lillooet districts, and which for many years past have been a great annoyance and destruction to the ranchers in those parts. Now, this article appears to me to be somewhat premature, and severely states the full facts. When I heard that Col. Dent, the Imperial officer in charge of the purchase of remounts had arrived in Canada, and that it was not then intended to establish a remount station west of Calgary, I wrote to the Hon. Dr. Gordon, Minister of Militia, and to both our members, Messrs. Aulay Morrison and George R. Maxwell, urging upon all the establishment of a remount station in British Columbia, and that I believe that one will be granted should certainly be pleasing to the people of this province. It is those who are familiar with the upper country who are aware of, and who can appreciate the extensive damage and destruction wrought by these wild horses, which at a conservative estimate may be taken to number many thousands. In these bands there are many well bred horses, ranging in weight from one thousand to twelve hundred pounds, and upwards, which are admirably adapted for mounted infantry purposes. As their capture will necessitate the expenditure of considerable money in constructing and erecting fences for their inclosure, as well as in other organized pursuit, I have suggested that the local government should bear some of the expense, while I am assured of the hearty co-operation and assistance of the range owners in those districts affected, who regard my proposal as presenting a way at once effective and practicable, for the removal of a great and ever growing nuisance. The fact that a statute exists authorizing the shooting of wild horses in the Yale and Lillooet districts is proof sufficient of the extent to which they damage and destroy. Such horses as are not deemed fit for selection will be destroyed.
Victoria, B. C., May 7th.
H. B. JAYNE.

There is no article in the line of meat, which gives so large a return for the money as a good porous plaster, such as Carter's Smart Weed and... Backache Plasters.

Miss Nugget—They tied up their old Jingles' moved yesterday, and what do you think the deceitful things did?
Maw—Oh, my dear, what have you saw?

Miss Nugget—Maw, the de Sweller furniture in potato bags and loaded their new parlour set on the team without any cover. Doesn't that jangle your wires?

Don't miss the sports at Colwood Park Saturday afternoon, May 11. Train leaves at 1.30 p.m.

The H. B. A. Vogel Commercial College

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We teach through office methods entirely and use no text books or "system" for book-keeping. We teach and place our students into positions in six months. Shorthand and typewriting. Send for illustrated prospectus.

To Make a Quick Sale

I will sell my home on St. Charles street at a very low price. Six large rooms, bath room, etc., etc., with barn, chicken houses and orchard; one acre of land. This would make an ideal home.
Apply to owner.

H. MUNDAY

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CHARLIE BO & BRO.

MERCHANT TAILORS.

27 STORE STREET.

Ladies & Gents Garments

MADE TO ORDER.

All new goods and latest styles in patterns. Prices the lowest in the city. Branch store, 162 Government street. A trial solicited.

Machinery

Of all kinds furnished and repaired at reasonable prices. Shafting, Pulleys, Lubricating Oils.

Marine Iron Works,

Telephone 651. Residence Tel. 106. ANDREW GRAY, Proprietor.

Popularity is the proof of merit
No brand of Chewing Tobacco has achieved popularity so quickly as

PAY ROLL

Finest Chew ever put on the market.

Sold Everywhere
10c. Cuts
Even the tags are valuable—
Save them and write, for Illustrated Premium Lists.

The Empire Tobacco Co., Ltd.

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CHEAPNESS

Is of very little account when you want to buy COCOA; it is purity and fine flavor that tells.

Cowan's Hygienic Cocoa

Is recommended by the leading physicians of Canada for its absolute purity and healthfulness.

COWAN'S QUEEN'S DESSERT CHOCOLATE

Is a Delicious Confection.

Saunders' Groceries GO ROUND

Examine other groceries, examine the qualities offered; you will come back and tell us, as hundreds have done that we are the LEADERS in FANCY and STAPLE Groceries.

THREE STAR (The Family Flour) sack \$1.05
FRENCH PRINCES, 6 lbs for 25c
COOKING FIGS, per lb 65c
SEEDED RAISINS, No. 1 10c
QUININE WINE, sure cure for the gripple, per bottle 75c
Always on hand, Wallington, Delta or Eden Bank Butter; also Lipton's or Armour's Ham's and Bacon.

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39 AND 41 JOHNSON STREET

Ladies' New and Smart Spring Footwear



Exclusive newness marks our SPRING SHOES. The shapes and leathers are the smartest. Particular ladies will delight in the beauty and style of our SPRING FOOTWEAR. Ask to be fitted. Sizes are not all alike. A look at the new styles will repay you for the trouble.

N. B.—We are sole agents for the celebrated Hanan Shoes. The Paterson Shoe Company, Limited.

Shoe Emporium
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ARE NOW OFFERING THEIR LARGE VARIETY OF

Stoves and Ranges

AT WHOLESALE PRICES.

Don't buy an Imported Stove when you can buy the Home-made Article for less money.

A call at their store-rooms on Store Street and Pembroke Street will convince you.

PLATING

In all its Branches is now executed by Competent Workmen.

Pellw-Harvey, Bryant & Gilman

ASSAYERS.

Mining Engineers and Metallurgists

Ores Analyzed, Control Assays.

Properties examined, sampled and reported upon.

Victoria Opposite Drillard Hotel



500 BOYS' SAMPLE SUITS, sizes 22 to 30. Prices Low to Clear.
BOYS' KNICKERS, 25c, 50c and 75c per pair.
20 dozen BOYS' WASHING BLOUSES.
See the "McGill" Hose for Boys. Fast Black, Strong, Durable. 25c per pair. All sizes.

public. Now if the Crow's Nest bargain is a good one, this proposed bargain is an infinitely better one. In the one case it is \$11,000 a mile; in the other case \$4,000 a mile, and we are going so far as to furnish the stock and interest than was done in connection with the Crow's Nest bill. In fact Mr. Speaker, with the exception of a bill which was passed in the Manitoba in the first instance, in making a bargain with the French Canadian people, I do not think there has been a bill introduced which goes so far to protect the people's interests as this bill goes. I cannot understand the hon. gentleman. His closing remarks were in the direction that I have gone back upon my remarks, and I am sure that at the moments before that, he had been pointing out, very properly, that his objection was that it was not an adoption of the very principles which I am supporting in this bill. He contends that every one is in a position to make a bargain as whether we agree with it or not. For instance, we fell away from our principles in regard to the Fisheries Bill. Why did we do this? Simply because we agreed with it. Does he mean to say that the opposition should not be allowed to do this? Does he mean to say that if the government adopts the principles of the opposition, then the opposition should refuse to vote for the measure? I am a stronger believer than the gentleman that the opposition should be allowed to vote against that particular motion of non-confidence because I knew that it was not for the purpose of advancing the cause of the government ownership of the railways, and because it was a motion in the direction of carrying out the principles of my platform than even the bill I referred to in Manitoba. The hon. gentleman was quite right in pointing out that the government certainly had no right to make such a bargain. He has quoted the principles laid down by the government of which I was leader. I think it must have struck every member of the house that the government must have had my ideas before they did when they were already set forth in clause 1 of my platform. Now Mr. Speaker, every single clause of that has been attempted. I do not say successfully but the bill now before us. Now what is the situation? I predict that we have had a most interesting discussion in the country with regard to this railway question. I cannot believe that the hon. member for Carleton who he states that this feeling has been brought about by money or anything of that kind, that it is so strong in the country, that the feeling is very strong in this province, as it has been in the province of Manitoba and other provinces, that it is unfortunate we should be placed so largely at the mercy of a single corporation; because the people feel that a corporation of that high rank should be charged, and that the way the people of British Columbia are placed in a disadvantageous position in regard to the other provinces. Now this was brought about by the Dominion government, who gave some one like one hundred millions to be expended on that great railway. So when it is suggested that the provincial parliament should give money to a railway, or the Dominion parliament should give money, the people have grown wise and the money given under such conditions as will benefit the people themselves. One gentleman has said that there had been a practically unanimous desire expressed throughout the province that this money should be given to the V. & E. Co. and they have not been so much in a hurry at all. I am quite aware that that company has spent a large sum of money in getting up a feeling in favor of competition, and I believe that a number in this city were foolish enough to be prepared to give bonuses that that company, but they did not succeed so well in Vancouver.

I do not think, therefore, that the feeling was very general. A sentiment certainly exists in favor of competition for the lower rates of the V. & E. Co. and the hon. gentleman to use this sentiment to promote their own particular purposes, and except, I believe, at one meeting here, I do not think that they succeeded in making people believe that they would be any better off. I have come to the conclusion is that you have got to keep control in your own hands. I quite agree with that sentiment. How are we to bring about this control? They say we want a competitive railway. They say we want a competitive railway. I do not believe it is possible to get a competitive railway to the C. P. R. in this province unless the principle of government ownership is adopted. I have always contended this. My strongest argument was, however, was that there was no use in trying to bring competition in the hands of private individuals for the purpose of establishing competition with the C. P. R. You would have to control that company by the people themselves, otherwise any company would sell out the interests for money to the strong concern.

(Mr. Smith Curtis here pointed out that this was the experience in Rossland and Manitoba.)

Mr. Martin continuing: We have the province of Ontario and Quebec to guide us. Those two provinces have only two railways, practically, namely the Canadian Pacific and the Grand Trunk. Now a large number of railways have been commenced and built with very serious results to the public. The experience, the Dominion, the municipalities. Some of the counties in Ontario to-day are very heavily in debt on account of large bonuses to railway companies. They did this to establish competition with the Grand Trunk, and in this way they have only increased the power of the Grand Trunk. They put their hands down deeply into their pockets to support the rival company. What is the result to-day? Every one of those railways is a part of the Grand Trunk or the Canadian Pacific system; and in this way they have only increased the power of the Grand Trunk. They put their hands down deeply into their pockets to support the rival company. What is the result to-day? 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and, and the first and only proper thing to do is to control the railway ourselves. I am asked to vote when a proposition is made clear which conforms with clause 17 of my platform, but it is obvious that it could not conform with clause 10, these two clauses being inconsistent. I therefore cannot vote in favour of it. I do pursue to build that railways ourselves or make arrangements for a railways to compete with the C.P.R. Mr. Speaker, the government, as sensible men, must have come to the conclusion, that if they had not done so, they would have come to the conclusion,—that it would be a sheer waste of money to attempt anything of the latter kind, and we have come down to the point of enacting this bill. Therefore we can place such conditions upon the Canadian Pacific railway as will force that corporation to do justice to the people of this province, and give them lower rates in this province, more especially with regard to this particular railway, the coast to Kootenay. I have no quarrel with the gentlemen with that company binding them, but for six months or some other term. Now, a proposition has been consistent before this house which I have always supported, and which I believe has been the exception of the member for Victoria, who I do not believe will be convinced on this question. It is impossible to control rates unless the actual cost is put against the railway, so that the railway can be required to pay for it, and thus keep up rates. If we make a bargain with this competitive road which we bring into existence, we will find that when we put in our clauses with regard to the lowering of freight rates, we will be required to pay for it, and add to the cost of that road the amount of money which the Canadian Pacific railway compel them to pay for the franchises and other privileges which we give to that company for nothing. I say that the government will be required to pay for the competitive road from selling out to the C. P. R. They will simply force the C. P. R. to buy them out with a large profit, and that large profit will have to be added to the cost before they arrange for it. I say that the government of this government of this house believe in government ownership, and I believe the people of this country and the people of Canada at large are also in favor of government ownership. I say you cannot prevent the C. P. R. buying out the competitive road long as you allow it to be sold,—so long as you make this a joint stock company. This will serve to explain the deputations, newspaper articles, etc., Messrs. Mackenzie & Mann, understand, are very much concerned that they should not be required to pay for it. I have known these gentlemen for many years, and they have been nothing but a pair of self-sacrificing patriots all their lives. What they are concerned about, Mr. Speaker, is the particular question they will want to know, if this house grants them certain rights, privileges and bonuses,—something to sell.

Mr. Hunter—What, money?

Mr. Martin—The money you referred to. I do not intend taking up much time, but I must, however, for I am in a debate of this company. I consider this debate a measure,—through which we will endeavor to make the best bargain we can with the only possible company we can have. I am anxious to bring about a road of lower freight rates to the Kootenay, the only possible railway we can connect with, namely, the Canadian Pacific. There is no such institution nor corporation as the V. & E. railway company. I think it has been necessary to get out that among the papers that have been laid before the house by the government, there is a document, the author of which was ashamed of it, so ashamed that he was ashamed to annex his name to it. The only one of origin was in the paper, the Columbia & Western in the same position. To find somebody else, "a companion in misery," is no advantage to them. The company was incorporated by this legislature in 1897, I think, and has since that time been carrying out this particular route and several other routes long since the time when this road from Midway to Fort Hope was to be constructed, the term had expired, so that they have now no corporate rights. The company had long since gone out of business, but yet you have 11 papers that shortly after getting the charter, they sold out to Messrs. Mackenzie & Mann, the gentlemen who now own it. I believe, and the first thing they did was to go to the court and to perjure themselves in order to get a new charter, the important point of which was the clause that the company may lease or sell its work or any part thereof to the Canadian Pacific railway company on any term, and may amend or alter the constitution by the direct act of the company. That would be the object also of any company aided by this government, namely, to sell it to the C.P.R. The rest of their statute is an attempt, apparently, to amend an act of this parliament, and I am sure it is an act of this parliament.

Mr. McPhillips—Mr. Speaker, a most wonderful thing to my mind. The Dominion parliament as the hon. gentleman (Mr. McPhillips) pointed out, may make back an act, and may give it over to the benefit of Canada; but that the Dominion parliament should be able to nullify our jurisdiction, and in spite of having so taken away our jurisdiction, they should still say—we hereby declare our legislation null and void, and we make away that,—why legislation of that kind has only to be brought to the attention of any sensible man to show its absurdity.

Mr. McPhillips—The legislature of Manitoba are to-day doing a similar thing, and the gentlemen who are adding to it are taking from that same statute, Mr. Martin, continuing—(Well, they cannot do it. That's all,—Loud laughter.) I believe that having gone to the Dominion for legislation, and the statute, and that is entirely within the jurisdiction of the Dominion parliament. Either they have jurisdiction, or we have jurisdiction. If they have jurisdiction, we have no jurisdiction. That is the only question. There is no concurrent jurisdiction. The only way in which the railway company can have any rights at all with regard to a particular railway for the general advantage of Canada is for the government to inquire of other company you can agree with, you cannot agree with this company, as they have no rights whatever, and they do not make, as they will agree to anything, the \$1,000,000 from us and put it into their pockets, and this I for one do not intend to assist them in doing. We must

[illegible]

port the government in this bill? Surely this is the time for them to declare themselves if this matter is so important that the C. P. R. should not be dealt with. Now is the time to say so. It would most unfair to the government for the house to allow them deliberately to waste the time of the hon. gentleman and of valuable time dealing with that company, and find on coming back here that the house was not in favor of dealing with the C. P. R. Under these circumstances how can these gentlemen reconcile their pledges to the people with the attitude of the house? I can understand from reports that the hon. gentleman for Victoria pledged himself that he would not support any action by the government except it were independently the C. P. R. He stated—"Now is the time to stand up for the people and to let the house decide on the hon. gentleman's speech with considerable attention, and noticed that he carefully held himself aloof and contented himself with reading resolutions of his constituents, and saying surely the people have a right to think that the government have not gone as far as I can gather, a very good expression of opinion on this matter of the C. P. R. I understand, in fact, that he is willing to support the government in this matter. I say that the only possible result of all this will be a contradiction of the hon. gentleman's proposal to criticize this bill, and I believe there is no escape from this. My hon. friend from Rossland had a very strong objection to this bill, because it did not provide for the immediate construction of the Coast-Kootenay railway. I do not think the government are not ready to come forward to handle this. (To Mr. Smith Curtis)—May I assume, then, that my hon. friend is in favor of this opinion?

Mr. Curtis—Any expression of opinion I have to make I will express myself. I do not think the government would ask if the government can make a contract with any company in general; must not they make it with a particular individual? I say my hon. friend is ashamed to put up and say exactly how he stands in this matter.

Mr. Smith (heatedly)—I am not ashamed. I am here on general principles as to uphold what I think is in the interests of the people.

Mr. Speaker—This interruption is irregular, and I must put a stop to it.

Mr. Martin continuing—I may say, Mr. Speaker, that I do not wish to make any reflection upon the hon. gentleman from Rossland, but I must maintain my own view, and most persistent lobby to get the bill through. You cannot move around this building without tumbling over half a dozen of them. You cannot move out that door without tumbling over eight or ten of them. I say that gentlemen in this house should not be in a position to make the other as to how they stand in reference to the government's action in regard to this railway. I do not know then what the hon. gentleman is doing fault with the government for. It does not make an arrangement, which I have proposed to do, and I think I have a very decided opinion as to the advisability of dealing with these people. I think the hon. gentleman should express his opinion in this matter. If any members in this house—as well as the hon. gentleman from Rossland—who are contracting the railway from Kootenay to the coast, why do they remain silent at this juncture? If they do not propose to construct it at all unless they get a subsidy from the Dominion government, would they be quiet in this province and refuse to take any action on railways hindering the Dominion government doing anything? The Dominion government have had the matter before them for one or five years. They are at this stage that they will build a 30 mile railway without the aid of the Dominion government, and without the aid of that subsidy. They could build this last without building a Coast-Kootenay road at all. I do not see why the government should be embarrassed because they have not proceeded for the last 30 miles. I have a few observations to make. As to the loan, I must say that I agree with the suggestions of the hon. member for Rossland. I myself think that it is a mistake for this province to issue a loan of \$1,000,000. I think it is a mistake for the government to go back at all. I think it is better to stick to the standard percentage, and if the market is unfavorable, take whatever discount we have to take under the circumstances. I think it is a better plan to issue a loan of \$1,000,000 at 5 per cent. I do not think it is the custom of any of the houses to issue one, and then to change to a higher rate. There is no necessity for the obtaining of money in London. I think that money can be had at the same rate in England. I think there should be a guarantee for the money to be obtained in London or New York. This is a matter of dollars and cents. I see that English people have no compunction about placing part of their money in the hands of the Dominion government. I do not see why we should have. Now with regard to the railways, the first one is this Coast-Kootenay road. With regard to this, I do not notice there the usual criticism of the government in Vancouver do not propose to be on a branch line. As a representative for Vancouver, I want Vancouver to be on the main line. Now there is going to be some trouble in this matter. I do not wish to underrate the importance of Victoria as a city, and as a wholesale centre, and it should have every consideration; but there will be no difficulty in connection with the running of this railway. It is not at all likely there will be sufficient business for while, at any rate, to have more than a train a day. I do not think the proposition is that the trouble of this kind arises from the poor train facilities. Only one should run to the city of Vancouver or the city of Victoria, whichever for a period of six months has the largest number of passengers. I do not believe anything for the future. The exigencies of the position would not allow more than one through train. If there are more through passengers going to Vancouver than to Victoria, I would object to it running to Victoria. With regard to the road to the Island, I believe nothing for the future. With regard to the road from Midway to Vernon, I have not anything particular to say, and regarding the Fort Steele road—whether there are necessary than any other roads,

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a road to Cariboo, I am not here
 say. Regarding a road from the
 to Hseltion, running 100 miles, I
 not sufficient acquaintance on this
 ter to express an opinion. Quite pro-
 ply there is no immediate likelihood
 of road being built. I think, however,
 this urgent daily ferry, which con-
 nects the Coast-Kootenay road com-
 menced a year. I have no doubt about the
 urgency of this road. It is urgently
 nee that in the shortest time pos-
 sible we must have that road built. I
 think that the C. P. R. should under-
 take this road. I think we should
 meet these conditions, they will find
 considerable opposition from the people
 of this province. At any rate, if they are
 in a position to build it ourselves,
 the portion of it at least must be done
 by some other people as quickly as
 possible. I think the circumstances. One
 thing in favor of the C. P. R.—It seems
 to me that there is one reason why it
 would be a great advantage to make a
 tract with this company rather than
 with any other company, and that is
 because the Kootenay is not the only
 line of the province. It is an important
 tract, but there are other portions of
 the province in which the Canadian Pa-
 cific already run, and where there is
 as much possible suffering from the
 other rates as in any other portions of
 the province. I think we should make
 a deal with the C. P. R. by which they
 will have the control of the rates on
 the Coast-Kootenay road, this I
 have an indirect influence upon the
 rates throughout the province. How-
 ever, I think we should charge a high rate
 on this road, if they give reasonable rates
 another?—an important point, in-
 deed, if this Coast-Kootenay road will
 be as almost actual control of the rates
 throughout the entire province. This
 seems to me a special advantage.
 In making this company instead of
 any other.

Now, as to sub-section B—it is com-
 mitted that this contract will give no
 subsidies until the work is done, and it is
 also, I think they paid every 20 miles
 also. I could support the government
 in giving no subsidies till the work is
 done.

It seems to me that it is abso-
 lutely necessary in order that we shall
 throw our money away, that this
 contract should be made as it is, and no
 money be paid until the work is done.
 I think we should guarantee given
 to the contractor to accommodate and so on. I
 have no reason why sub-section C should
 be altered so that they should not
 more than 2 per cent, on the loan.
 There is a surplus, I think, on making
 the loan. I think we should make it
 unlimited to think that probably a bet-
 ter way to accomplish this thing would
 be to charge them. I think a railway
 company will find a way of avoiding
 this, but it is not always true. I
 think that the government of a rail-
 way company are. If we make an ex-
 amination of the C.P.R., it would be
 difficult to find out the gross earnings.
 I think it better for the government to
 charge a straight interest upon the
 bonds, and to let them, and I could
 not speak, with the suggestions
 made by the hon. member for Rossland
 and some other members. I would rather
 suggest to charge no more than 2 per
 cent, for the first year or five years, and
 then to let them have it to 10 per
 cent. I do not propose to stand abso-
 lutely on this point, but it seems to me
 that it would be in the right direction.
 The act says that the government should
 be satisfied a portion of the shares, and
 the government should provide that the amount
 given. It seems to me that this is a lit-
 tle better, because it provides that the
 percentage should be a first charge ahead
 of all other bonds in connection with
 the road. In all parcels from the Dominion
 in connection with the road, and in con-
 nection to the C.P.R., and whilst those
 conditions in the act apply to all rail-
 roads; so that there is nothing to pre-
 vent the Dominion government from
 making an act providing that this par-
 ticular railway shall be exempt from
 section 94, and that the gross earnings
 of the road shall be applied in the way
 provided in the bill here. So far as
 the working expenses are concerned, it
 would be difficult in this respect,
 the working expenses will no doubt
 be come first. Then the next propo-
 sition is the interest upon bonds. There
 would be no difficulty at all in having
 the Dominion government guarantee that one
 should come in ahead of the bonds;
 but for some first preference bonds
 the Dominion government walk in our foot-
 steps, we should be very willing for
 the Dominion to give us \$800,000 where we
 should divide up pro rata. How-
 ever, if the Dominion do not wish to
 stand upon this, it is not our particular
 business to suggest it.

Now, the hon. gentleman for Victoria
 has a great deal to say with regard to
 the question of loan between two gov-
 ernments. He has already said that the
 Dominion parliament will act in the
 interest of the public. Now, supposing
 we give a bonus to this road, we
 would not desire to prevent that. I
 think that the Dominion government, in the
 interests of the people, those conditions
 would be in our interests as well as in
 the interests of the people of Canada
 at large. I cannot understand at all
 why there should be any probability of
 the Dominion government doing this. I
 never proposed that the province
 should exercise its control to increase
 the rate of the railway; so the control is
 in the direction of making the

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weight charges less than they otherwise could be. The railway company can comply with either order from the province. I think that the hon. gentleman raising unnecessary difficulties. Are we doing anything unreasonable. Mr. Nelson. Our proposition is to bonus railways and to attach to these bonus conditions to protect the people. Now there was a date, not so very far past, when it was the practice of both the Dominion and Provincial parliaments to give bonuses to railways without any conditions at all. That time has passed. Now the Dominion House of Commons departed from that in the Crow's Nest matter. They provided for a number of bonuses in connection with the rates and number of other things. They have also provided with other railways that the railways should return 3 per cent. returnable out of the mail contracts. Under these circumstances, if the Dominion Legislature found us engaged in the number of other things, protecting the interests of the people, they would not say to us, we are not going to allow you to protect the interests of the people. As to clause D, I cannot say that I attach the same importance to it as some members of the house here do. I am not a bit difficult myself for geographical reasons. If this railway were to go down to the United States and come back into Canada, I do not see any difficulty about it. I course, we would have control over the portion in the United States. I should be very sorry indeed to compel the railway building line to build an expensive line if a cheaper one can be made. With regard to sub-section E, it is not necessary to say anything. I heartily support this. Sub-section F, I support as it is. I think the government should take advantage of this excellent, most excellent, section for 20 years. Why should we have a provision of the government to acquire this right for 20 long years? I am satisfied that long before that time has elapsed, the people of the province will be practically unanimous in favor of government ownership. I would not position this provision at all. I should be glad in there all the time. I am glad to say, Mr. Speaker, that section 10 seeks to protect the interests of the people of the city of Victoria. I always thought, Mr. Speaker, that it was a very strange thing that the city of Victoria could deliberately vote \$300,000 to have a railway, when the government came forward and offered to give them it for nothing. I think that when the province assumes responsibility for the construction, it is very ridiculous for any particular city to go to any additional taxation to support railway construction. I should be glad to see that the citizens of the City of Victoria shall receive the benefits which the government offers to them. I believe this will be a very great advantage to the city of Victoria, as well as those parts where the railway runs through. (To Mr. McPhillips) The Victoria, Sydney surely will not refuse to trade with the people of the province. In those days, the people put no clause in whereby the people should be protected. A road with excessive rates is a direct disadvantage to any locality through which it goes. The locality is far better off without any such railway. I believe that an individual coming here to invest money is a very reasonable chance of making investments. If we have a road where which there is no control, that is a disadvantage. The capital which goes to the locality is only a small part of the capital which goes into the country. This railway ought to bring large capital opening up mines, agricultural districts and utilizing water power, and this cannot be brought about unless the railway is for the interest of the people of the province. We understand that when people put out money in a railway, they expect to have a fair return. No one objects to them getting a reasonable return. The cry that goes up is that the Victoria is that the company is the entire judge of what is a reasonable return, and that the people who have given large bonuses have absolutely nothing to say as to what a reasonable return is. Now those bonuses have a rather objection to sub-section 11. I rather understood that a hon. friend from Rossland objected to this clause restricting the railway companies. Mr. Curtis—I am as much in favor as Mr. Martin that no one shall be crushed because of stocks or bonds. Mr. Martin, continuing: The hon. member for Victoria says that this is a monstrous hampering clause, provided the people want to make a great big haul out of the construction of this railway. It appears that idea most terribly. How a man going to become a millionaire a railway contractor if he cannot get big fat prices for his work, if the contract is only given provided the railway company is willing to work for a fair and reasonable profit? (To Mr. McPhillips) So far as \$4,000 a mile will build a railway, that is our railway. These people ask us for this money. They say they will give you control of the rates for this money. Why should we want any more? The control of rates is of no use unless you keep the cost down. If you allow these people to say the road costs three million dollars—and I do not think that Mr. Hill would object to his portion of this road—or say four million dollars, three millions actual cost, and one million to put in their pockets. Well, we have to put at a rate that will pay interest on three million dollars, or a more reasonable one will pay a reasonable interest on four million dollars. I say that if these clauses prevent a railway company being able to do this, then I say we will do without a railway unless we have these conditions attached for the protection of the people. I do not imagine that sub-section G was put in for any purpose excepting for the government to have a certain amount of discretionary power to carry out the conditions of the other sections and to meet contingencies which might arise, but perhaps it was better that they struck it out. I would have had it remain, for my own part, and have added some verbal explanation to make it clearer. Now, with regard to section 13, then, we have this difficulty, that we cannot make it apply to the province, and the contract, and this will have to be provided for. I should like to call the government's attention to the fact that I am placing a bill before the house giving the government larger measure of control than sub-section 14 I do not like at all, and it seems to me that under the changes proposed, it should be struck out. It is rather an unusual thing to start with, and moreover, it is a very bald provision, giving corporate power without any limitations except in a very general way. Instead of having a private bill, let it be done as a public bill. Now as to clause 15, I can say that it was the intention of the late government that there should be a bridge across the river at New Westminster and I can say that our government was very first to propose to put a bridge over that river. It seems to me that it is the key of the situation in the Fraser valley. It is a very strange thing we should have for so long the Great Northern railway coming in on the south side and doing practically no business, or very little business, and the people of New Westminster. When this bridge is completed, I shall expect to see the Great Northern running into the city of Vancouver. I have looked for a clause to show that the government does not want the railway built, and I must say very few have found none. Excepting the trifling objections which I have suggested, I can read in this bill of the government's broad principles which I went forward to the country with my platform. How could I be found with this in supporting a bill of this kind? I think those people who have nothing to do with the Canadian Pacific railway, are taking an impracticable view of the situation. I have no any doubt that many people hold this view honestly enough, but I am satisfied that the more they consider the arguments I put forward here, and which are on the surface of the situation, the more readily they will perceive that if it is absolutely necessary to get lower rates for this province, we must not make a contract with people who are perfectly responsible. The more we must make the contract with those people who are perfectly responsible. In short, it is a matter of business with corporations all through, and if we made this house into a company of 38 members of a joint stock concern, we would act practically as they act. I have watched the reports of meetings, and I fail to see any possible consideration to justify me in voting against this bill. I may be mistaken, but I am supporting this bill because it is a bill founded upon the principles laid down, as I have already stated, in clause 17, in the late platform of the government, and that being so, I could not reconcile my conscience (laughter) to block the kind of legislation which I have been standing up for these many years. The moment the act is used in any way to prevent a boni fide contract, then I shall have no hesitation in voting against the government if they fail to do the work, and it will then be time to say "you are pretending." I believe, however, that this bill was put

(Continued on Page Seven.)

(Continued on Page Seven.)

